SHRI VIREN J. SHAH: Hotel industry....

SHRI GHULAM NABI AZAD: Please let me complete.

उस वक्त टूरिज्म को अट्रैक्ट करने का, उनको साधन पहुंचाने का, उनके रहने की व्यवस्था जो थी वह होटल इंडस्ट्री और आई.टी.डी.सी. करता था। यह अब की शुरूआत है कि प्राइवेट इंटरप्रेन्योर्स और प्राइवेट होटेलियर्स इसमें आये हैं.. (व्यवधान)

MR. CHAIRMAN: Do you want to answer this policy question?

Are you going to answer?

श्री गुलाम नबी आजाद : जहां तक प्रमोद जी ने बताया है, हमने यह पहल ही निर्णय लिया है। दो ग्रुप्स होटल्स के बनाये गये थे दो साल पहले, लोधी, आगरा, खजुराहो और वाराणसी होटल्स का एक ग्रुप था और दूसरा जनपथ, जयपुर, उदयपुर और औरंगाबाद का ग्रुप था। इसके लिए फारेन बैंक्स ने एक इवैल्युएशन किया था। लेकिन इस वक्त सी.पी.डब्ल्यू. डी. के द्वारा इनका इवैल्युएशन चल रहा है। वह एवैल्युएशन कंप्लीट होने के बाद में इसमें निर्णय लिया जाएगा। इस बारे में 40 प्रतिशत जो इक्विटी होगी वह फारेन इक्विटी होगी और 20 प्रतिशत प्राइवेट, पब्लिक से और 40 प्रतिशत होगी आई.टी.डी.सी. की इक्विटी।

एयरबस-300 की सेवाओं को पुनः आरंभ किया जाना

*442. **श्री अजीत जोगी** :

श्री छोटू भाई पटेल : †

क्या नागर विमानन और पर्यटन मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि एक लम्बे अन्तराल के बाद एयरबस-300 की सेवाओं को पुनः आरंभ किया गया है;

(ख) यदि हां, तो उक्त विमानों की मरम्मत में इतना विलम्ब होने के क्या कारण हैं;

(ग) उक्त एयरबस विमानों को न चलाये जाने के कारण कितनी हानि हुई है; और

(घ) इस हानि की भरपाई के लिए क्या कदम उठाये जा रहे हैं?

नागर विमानन और पर्यटन मंत्री (श्री गुलाम नबी आजाद) : (क) और (ख) एयर इंडिया और इंडियन एयरलाइन्स दोनों के पास एयरबस ए-300 का विमान बेड़ा बिना किसी अन्तराल के प्रचालन में रहा है।

(ग) और (घ) ये प्रश्न नहीं उठते।

श्री छोटू भाई पटेल : इंडियन एयरलाइन्स और एयर इंडिया के वेरियस आस्पेक्ट्स को स्टडी करने के लिए और इनको रीस्ट्रक्चर करने के लिए क्या सरकार ने एक हाई पावर कमेटी बनायी है और यह हाई पावर कमेटी जो बनी है तो क्या इसने रिपोर्ट पुट अप की है? अगर रिपोर्ट पुट अप की है तो इसके मेजर रिकमेंडेशंस क्या हैं? नम्बर दो, फ्लीट रिटायरमेंट के लिए अभी अभी नये नार्म्स क्या बने हैं? नम्बर तीन, ए-300 एयरबस क्या आप रिप्लेस करने जा रहे हैं और अगर रिप्लेस करने जा रहे हैं तो किस एयरक्राफ्ट के जरिये रिप्लेस करने जा रहे हैं?

श्री गुलाम नबी आजाद : जहां तक पहला प्रश्न आपने बताया है, उसका मैं माननीय सदस्य को उत्तर लिखित में भेज दूंगा। जहां तक दूसरा सवाल आपने बताया है ए-300 या एयरबस या हमारे जहाजों की एज के बारे में, तो इसकी एजमें पहले तो कोई सीमा नहीं थी, 30-30 साल से भी हवाई जहाज हमारे देश में उड़ रहे थे। लेकिन अब इसको घटाकर हमने 15 साल किया है,

†सभा में यह प्रश्न श्री छोटू भाई पटेल द्वारा पूछा गया।

कि 15 साल से ज्यादा हवाई जहाज नहीं चलना चाहिए क्योंकि अगर हमको कंपटीशन करना है देश के अंदर और देश के बाहर तो उसके लिए जितने भी जहाजों की उम्र हो वह कम होनी चाहिए। उसके लिए हमने प्रोग्राम बनाया है, इंडियन एयरलाइन्स में भी और एयर इंडिया में भी और आने वाले कुछ समय में हमारा जो फ्लीट होगा बाकी देशों के मुकाबले के बराबर का होगा। जहां तक आपने बताया है कि ए-300 को कम किया जा रहा है, तो ऐसा नहीं है। ए-300 के अभी 11 हवाई जहाज हमारी डोमेस्टिक एयरलाइन्स में हैं और 3 हमारी इंटरनेशनल एयर इंडिया में हैं। इसे कम करने का कोई भी सरकार का इरादा नहीं है।

श्री छोटू भाई पटेल : 747, 400 के जरिये रिप्लेस करने जा रहे हैं कि नहीं यह मैंने पूछा है?

MR. CHAIRMAN: Shri Dineshbhai Trivedi.

SHRI CHHOTUBHAI PATEL: Sir, I am yet to ask my second supplementary. *(Interruptions)*.

SHRI V. NARAYANASAMY: Sir, it is the convention of the House.

MR. CHAIRMAN: All right. Please wait, Mr. Dineshbhai Trivedi.

श्री छोटू भाई पटेल : मान्यवर, सैकंड सप्लीमैंट्री मैंने यह पूछा है कि एयरक्राफ्ट 300 आप कौनसे एयरक्राफ्ट से रिप्लेस करने जा रहे हैं? 747 से रिप्लेस करने जा रहे हैं कि नहीं?

श्री गुलाम नबी आजाद : मैंने जैसे अर्ज किया कि किसी से रिप्लेस नहीं करने जा रहे हैं। जो है, वह है एक्सिस्टिंग, इसको खत्म नहीं कर रहे हैं।

SHRI DNESHBHAI TRIVEDI: Sir, if we do not utilise the national resources in an optimum manner, then, obviously, we are paying for it indirectly. I raise this question in the wake of the fact that we have so many new aircraft coming and there are so many existing aircraft with the Indian Airlines. Boeing 737, we have got about 23. I am subject to correction. Where we require 115 pilots, we have, in fact, perhaps 49 pilots only. I am talking about the sets. A-320, we would have 32 aircraft. And, to fly them, we would require a set of 160 pilots. Similarly, in repect of A-300, we would require a set of 55 pilots for flying 11 aircraft. In pilots utilisation, our number is less than half. It is a known fact that in the case of senior pilots, who are instructors, examiners and pilots with a lot of experience, the country has paid for them. It takes about seven years to make such good pilots. The Indian Airlines should be proud of them and we are all proud of them. In recent times, many of them—as many as 82; I have the entire list with me—are leaving the service and joining, for whatever reasons, private airlines or private taxis. My question is, what are Indian Arline and the Government doing in order to ensure that we do not have this national loss, we do not have pilots leaving Indian Airlines or Air India, for that mater? Is the Government seized of this problem? Would the Government consider the merger of Indian Airlines and Air India in order to stop the exodus of pilots? It is not always the money that att-

racts hem. It is the bigger and better aircraft....

MR. CHAIRMAN: Now the question is over. You have asked the question.

SHRI DINESHBHAI TRIVEDI: Would the overnment consider the merger of Indian Airlines....

MR. CHAIRMAN: Kindly sit own. You have asked the question.

SHRI GHULAM NABI AZAD: Sir, I agree with the hon. Member that there has been a measure of exodus at the level of senior pilots, commanders. It has taken place in the last four or five months because of the stirke and also because of the introduction of private airlines. Most of them, commanders, instructors and engineers, have been taken by the private airlines. It is a matter of great concern for the management and also for the Government. You have to retrieve the situation. I agree with the hon. Member that they are not like ordinary employees where if you are short of employees, you will give an advertisement and the next day, you will get as many employees as you want. To produce a pilot of the rank of a commander, it will take more than a decade. (Interruptions).

SHRI MENTAY PADMANABHAM: What do you propose to do?

SRHRI GHULAM NABI AZAD: Since the pilots were on strike, now, till April, we could not have any further programme because if the pilots do not operate for more than 30 days, they will have to undergo the training again. So, by the end of this April all those pilots who had gone on strike, will resume their duty. We have already had a number of meetings in order to evolve a process of the training facilities so that we can overcome the shortfall. (*Interruptions*). That is not so at persent. We have considered it on a number of occasions but I don't think that is going to solve the problem because Air India have Jumbo aircraft and we cannot put Jumbo aircraft in place of A-320 or any other type of aircraft. That is not going to solve the problem. So we will have to train the pilots for the existing aircraft which are with Indian Airlines. (*Interruptions*)

SHRI MENTAY PADMANABHAM: What do you propoes to do to contain the exodus of pilots? (*Interruptions*)

SHRI SURESH KALMADI: Sir, the hon. Minister has said that the phasing out policy of the Government is 15 years. I think this is far too long a period. All over the world, the phasing out period is ten years. Would the Minister consider Indian Airlines and Air India in different terms, and consider phasing out the Air India aircraft-Airbus A—300 — there are three aircrafts with Air India, the rest are with the Indian Airlines — on a ten year term because you have to have the latest technology as far as Air India is concerned. Indian Airlines can go on with the other aircraft. That is part (a) of my supplement

tary. Part (b) of my supplementary is, the Air India engineers strike is going on. Has this strike affected the A-300 service? How are you proposing to handle the Air India engineers' strike?

SHRI GHULAM NABI AZAD: Sir, basically this question does not arise out of this question. But I would like to inform my friend..(*Interruptions*)

SHRI SURESH KALMADI: Has A-300 service been affected with the engineers' strike?

SHRI GHULAM NABI AZAD: I agree with the hon. Member that if we have to survive the international competition, then we must have aircraft of international standards. Keeping in mind the competition at the international level, we have reduced the age of aircraft from 20 years to 15 years. At one time, it was more than 20 years. Now we have reduced it to 15 years and this year we will be having as many as four 747 Jumbos to replace the old aircraft. So this will be a continuous process, in fact we would be too happy to replace all of them in one year but the financial constraint does not allow us to do so. As far as the engineers strike is concerned, it has not affected the A-300 service. It has adversely affected the Jumbos 747 because we are operating A-300 service with the help of executive pilots mostly.

SHRI PRABHAKAR B. KORE: Sir, the Minister said that the Government would replace this aircraft after fifteen years. There are some aircraft like Dornier and Avro which are running for the last more than 25 years or 30 years. I would like to know whether the Ministry is operating Airbus A-300 at places where these old aircrafts are operated. If they want to operate Airbus A-300, then they will have to increase the capacity of the exising runway because they are very small and only Dornier and Avro aircraft can operate from such runways.

MR. CHAIRMAN: Have you got it?

SHRI PRABHAKAR B. KORE: Sir, in order to operate Airbus A-300 the existing airport faciliites are not sufficient because the runways are very small and they have been operating very old aircraft the Dornier and Avro. (*Interruptions*)

SHRI KAMAL MORARKA: Sir, the hon. Member wants to know whether A-300 will be operated on smaller runways where they are not operating at present. Will such services be extended to smaller areas?

SHRI GHULAM NABI AZAD: Sir, I am not very clear about his question. This is a general question. You cannot operate an aircraft where the facilities are not available. But this is a continuous process and we have taken up the expansion, the development and modernization of a number of airports during the current year and also for the Eighth Five Year Plan. (*Interruptions*)

SHRI SURESH KALMADI: What about Belgaum?

SHRI GHULAM NABI AZAD: Sir so far as Belgaum is concerned, we will definitely consider that.

SHRI DIPEN GHOSH: Mr. Chairman, Sir, the problem of exodus of Indian Airlines' pilots to private operators is the creation of the Government. Firstly, the Government has allowed the private operators to operate on the scheduled routes against the law of the country. The Air Corporations Act prohibits privatisation of the airlines on the scheduled routes, yet his predecessor did not heed to our requests or suggestions and he allowed the private operators to operate on the scheduled routes. Now they have been facing the problem of exodus of pilots.

MR. CHAIRMAN: The same question has been asked earlier. Will you... *(Interruptions)*...

SHRI DIPEN GHOSH: My first question is whether the Government realises that it is their folly and because of that this problem has been created. Now people say that one of the private operators has connection with a certain international mafia group. That is there. *(Interruptions)*.

MR. CHAIRMAN: Please... *(Interruptions)*...Please.

SHRI DIPEN GHOSH: Anyway, Mr. Chairman, Sir, my specific question is...

SHRI G. SWAMINATHAN: Sir, allegations of this nature are made that one of the operators is connected with a mafia group when he is not able to defend himself. *(Interruptions)*...

SHRI DIPEN GHOSH: What are the steps that the Government is going to take or proposes to take to prevent the exodus of pilots from Indian Airlines to private sector?

MR. CHAIRMAN: This question has already been answered by the Minister. Now I will go to Question No. 443. Question No. 443.

*443. [The questioner (Dr. Narreddy Thulasi Reddy) was absent. For answer, Vide Col.....infra.]

वस्त्र उत्पादन में नवीनतम प्रौद्योगिक का उपयोग

*444. **श्रीमती सुषमा स्वराज :**
डा० जिनेन्द्र कुमार जैन :

क्या वस्त्र मंत्री यह बताने की कृपा करेंगे कि :

(क) या यह सच है कि देश में वस्त्र उत्पादन को बढ़ाने के लिए नवीनतम मशीनों की प्रौद्योगिकी की जरूरत है;

(ख) क्या यह भी सच है कि सरकार ने विदेशों से पुरानी और प्रयुक्त वस्त्र उत्पादन मशीनों के आयात पर अदा किये जाने वाले सीमा शुल्क में काफी छूट प्रदान की है;

(ग) क्या यह भी सच है कि इस छूट के परिणाम स्वरूप पुरानी मशीनों की लागत, स्वदेश में निर्मित नई मशीनों की लागत की तुलना में कम हो गई है और इस तरह देश में मशीन निर्माण उद्योग पर प्रतिकूल प्रभाव पड़ रहा है; और

(घ) यदि हां, तो इस संबंध में सरकार की क्या प्रतिक्रिया है?

वस्त्र मंत्रालय के राज्य मंत्री (श्री जी० वेंकट स्वामी) : (क) जी, हां।

(ख) पुरानी पूंजीगत मद का आयात करने के लिए कोई पृथक शुल्क ढांचा नहीं है।

(ग) और (घ) प्रश्न नहीं उठते। तथापि, पुरानी मशीनों की लागत नई मशीनों की तुलना में हमेशा ही कम रही है।

सभा में यह प्रश्न श्रीमती सुषमा स्वराज द्वारा पूछा गया।